

IN THE SPECIFICATION:

Please replace the two consecutive paragraphs beginning on page 5, line 9 and page 5, line 26, with the following single rewritten paragraph:

-- Figs. 3 and 4 show the operation of the slack adjuster 20 as it relates to the boot 56. The slack adjuster 20 can operate in a retracted condition (see Fig. 3), in which the link 44 is in a downward position and the folds of the bellows 64 of the boot 56 are compressed or unexpanded, and in an extended condition (see Fig. 4), in which the link 44 has moved from the downward position to an upward position and the upper seal 68 has moved upward with the link 44 to expand the folds of the bellows 64 of the boot 56. The connection between the upper seal 68 and the link 44 and the engagement of the lower seal 72 and the lip 88 of the body 24 facilitate movement of the upper seal 68 with the link 44 and facilitate movement of the upper seal 68 relative to the lower seal 72. In the illustrated embodiment, the five folds of the bellows 64 allow the boot 56 to expand approximately 0.25 inches per fold (approximately 1.25 inches overall). By including five folds in the bellows 64, the boot 56 has a slimmer retracted profile P1 (corresponding to the retracted condition of the slack adjuster 20) and a slimmer extended profile P2 (corresponding to the extended condition of the slack adjuster 20) than a boot having fewer bellows and the same expansion capability. In other words, with all other variables being equal, a boot with fewer than five bellows and the same expansion capability will have retracted and extended profiles wider than the retracted and extended profiles P1, P2 of the boot 56. ~~When the slack adjuster 20 is initially connected to a new or relatively new braking system, the slack adjuster 20 is in the retracted condition because the braking system is not worn down and the slack adjuster 20 has no slack to take up from the braking system. As the braking system begins to wear over time, the slack adjuster 20 takes up the slack in the braking system causing the link 44 to move upward and the slack adjuster 20 to move toward the extended condition. The two projections 100 continuously engage the outer surface of the link 44 in a "wiping" manner, sliding over the surface of the link 44, as the slack adjuster 20 moves between the retracted condition and the extended condition to inhibit contamination of the cavity 52. When the braking system has sufficiently worn down to the point that the slack adjuster can no longer function adequately, the braking system (or components of it) is replaced.~~ --

IN THE DRAWINGS:

Enclosed for filing is a replacement drawing of Fig. 1 to replace originally-filed Fig. 1. The replacement drawing includes section line 3-3, which is referenced in the brief description of drawings and was inadvertently left out of Fig. 1. No new matter has been added.

Entry of the enclosed replacement drawing of Fig. 1 is respectfully requested.

Attachment: Replacement drawing sheet of Fig. 1